## VALKYRIE III. FAR AHLAD.

RORD DUNRAVEN'S BOAT AND THE ALLSA SAIL A PRIVATE MATCH. The Cup Challenger Behaves Splendidly

and Is Ably Handled-Attan Gives Her Stout Battle in Windward Work, but Near the Finish Valkyrle III, Walks Away from Her Competitor and Finlabor Nearly Fifteen Minutes Ahead, HUNTER's QUAY, Scotland, July 5. - Considera-

his interest was manifested in the private mutch between Lord Dunraven's syndicate yacht Valkyrie III. and the Prince of Wales's cutter Britannia that was to have taken place to-day, but those who expected to see a battle of these two big boats were disappointed. The Valkyrie II), was all ready to meet the Britannia, and was lying at anchor with her mainsail and topsail set and her headsails in stops ready for the signal to get underway for the starting line. Before the setting of this signal, however, it

was discovered by those on board the Britannia that there was something wrong with her topmast rigger, and Capt. Carter, her skipper, an nounced that it would be impossible to set maters right before the middle of the afternor Her topmast was then housed and it was stated that she would not race to-day. The prospects for a race looked extremely alim to those on shore and those in boats in the vicinity of the startling line, but they were not to be disap-

The Ailsa, Mr. A. Barclay Walker's cutter Valkyrie-Britannia match, had definitely withdrawn in the morning, but when it became known that the Britannia would not sail, it was announced that she would enter into a friendly contest with the new cup hunter. Preparations were accordingly made for the race, which was over a course dead to windward and return. The wind was blowing fresh from the south and the sea was smooth as the two yachts, under the usual lower canvas and jackyard topsails, left their anchorages. Lord Duneven and Designer Watson were on board the

The starting signal was fired on the Iverna at 2:30 o'clock, and the Allsa crossed the line fifseen seconds ahead of the Valkyrie III. The wind still held fresh from the south, and both beats went over the line and stood off close hauled on the starboard tack. At 2:45 o'clock. while still in the lead, the Ailsa plit tacks, but was quickly followed by the Valkyrie, which port tack until mid channel was reached at 2:48 o'clock, when they went into stays and stood off on the starboard tack, the Alisa still holding her lead.

When the Valkyrie went about on this tack an exciting series of short tacks followed, caused sy the Alisa attempting to get clear. The Valkyrie went into stays four times within four ninutes, her object being to prevent the Alisa getting out. The latter held her lead until 3:05 look, when both boats were on the port tack off the Cloch shore. The breeze had now gained freely. The contest, during and after the tack-ing match, was very exciting to those on board the fotilia of steam yachts which followed the

ing match, was very exciting to those on board the facers.

At 3:05 o'clock a fresh puff of wind gave Valkyrie III. a fresh impulse, and she shot ahead, putting the Alisa in the lee position. The new boat drew out in fine style and rounded the Skemorlio mark, the end of the windward work, at 3:36:50. The Alisa rounded at 3:40:19. When the Valkyrie III. straightened out for the run home she gradually increased her lead. The wind was becoming light, and as the Valkyrie III. headed for the finish she lowered her headsails and set her large bowsprit spinnaker. Later she set her main spinnaker to port. The Alisa very shortly afterward set her large jibtopasii and bowsprit and main spinnakers. The Valkyrie III. dew shead, however.

Off Duncon the Valkyrie III. gybed, followed almost immediately after by the Alisa. The wind was then freshening a bit. The race now, barring an accident or a caim, was a foregone conclusion, and it was only a question of how much the Valkyrie III. would beat her opponent. When still gradually drawing ahead, the Valkyrie III. crossed the finishing line at the Commodore's boat at 4:35:55. The Alisa finished at 6:00:50.

The Valkyrie III.'s mainsail was alightly al-

modore's boat at 4:45:55. The Allsa finished at 6:00:50.

The Valkyrie III.'s mainsall was slightly altered yesterday, but it is not intended to reduce her spars or add to her ballast until she has further trials in her present condition.

London, July 5.—The Fild will to-morrow say that the Valkyrie is evidently overdone with sars and canvas for a fresh breeze. She perhaps suffers somewhat in want of atiffness through the shortness of her fin keel, the centre of gravity, or this appendage being necessarily higher than it would have been on a larger keel. It would be premature to offer a very decided opinion of what her capabilities will be when her designer puts the finishing touches on her, but it is evident that her power must be very much increased or her sail suread reduced.

In describing Wednesday's race the Field will say that words can hardly describe the figure

that words can hardly describe the figure

say that words can hardly describe the figure the Valkyrie cut when the northwest wind came strong from Rothessy Bay. Her main-boom was pretty close to the water, as the ves-sel was simply going along on her uppers; in fact, heeling so much that the wind must have been shooting over her sails, and such a sea as ahe was raising at her lee quarter no yacht ever made before. Her display from Inelian Perch to Bullwood was truly a fearful and wonderful sight.

The Field of June 29, in speaking of the new Valkyrie and Ailas, says:

"During the past week Valkyrie has been out on several occasions, stretching sails and getting her gear into working order. The workmen planed her decks and gave her the finishing touches on Monday, and are now all out of her. On Tuesday a new steel boom was shipped in place of the wooden one hitherto used. The construction of the steel spar should insure rigidity, and it is lighter than the former one. It is hexagonal in form, and the plates, instead of being lapped at the edges, are flanged outward, and hydraulic riveted together. Her form is still the subject of much discussion. Generally, the critical experts who have been watching her sailing pronounce her speed in light winds to be undoubted.

The Alisa arrived at Gourock on Sunday, and on the following day was towed to Glasgow and put into the Cesanock dock by Messrs, Inglis, her builders. The lead which was added to her keel since she was isunched, stated to be about six tons, was removed, her mainmast abortened five feet and her boom three feet and a inner topmast fitted. On Thursday morning she was towed to Gourock to get her mainsail, which Lapthort had been altering to suit the reduced spars.

R. Suydam Palmer, the owner of the schooner

which Lapthorn had been altering to suit the reduced spars."
R. Suydam Palmer, the owner of the schooner facht Yampa, and who is now cruising in British waters, has become patron of the Southampton (England) Model Yacht Club.
The American Yacht Club of Milton Point appounce that they will hold races for special classes on Aug. 10 and Aug. 30.

## NIAGARA WINS THE RACE.

Eluita First Home, but Is Disqualified for Starting Too Soon.

GREENOCK, Scotland, July 5. - The annual retatta of the West of Scotland Yacht Club was held to-day. The principal contest was that of thetwenty-raters, the starters being the Niagara, Zinita, Eucharia and Dakotah. The Dakotah proved herself to be a light-weather sailer, not being able to stand up under all her canvas in such a wind as prevailed to-day. The boats crossed the line in this order: Zinita 11:15:03 Niagara 11:15:23 Zucharia 11:15:23 Dakotah 11:15:28

The course was from the Commodore's boat to Powder Buoy, Dunoon, and back, three times around. Going down toward Hunter's Quay the Nisgara secured second place, beating the Eu-charis to windward. The Zinita got a long lead, and the Nisgara forereached cleverly on the Eucharis on the fetch to Duncon, but the latter raught the Nisgara on the free reach back to the Commodore's boat. The wind was blowing very strong, and the Dakotah proved to be use-less in such a heavy breeze. The boats passed Duncon in this order:

Zinita 19/10/10 Eucharis 19/20/45 Risgara 19/83/11 Dakotah, 19/20/20 The finishing times of the first round were: 1:00:05 Eucharis 1:05:45

The Zinita's long lead diminished the interset in her, but the Niagars and Eucharis had an Reliting race. The Fucharis passed the Niagara in reaching to round the lee mark, the former poing a long way to the weather; but in coming is the wind the Niagara began to forereath and slid up to windward. She gradually drow up to tree terms with the Fucharis, and finally passed tad left her in the rear in the most decisive fachion. The boats rounded bincom on the second round as follows:

GOOD RACING ON THE SOUND. The American Tacht Club's Annual Re-

The American Yacht Club, after a brief period of retirement from the yachting world, plossomed forth again yesterday and surprised every one by holding one of the best yacht races of the season. While there was not the tremendous fleet which responded to the Larchmont's call day before vesterday, there was a fair number of boats and a splendid southeasterly breeze which drove them over the course in record-breaking time. The race was ably conducted by an efficient regatta committee, consisting of Stuyvesant Wainwright, Marsells Clark, Isaiah Paxson, Horace Lee, Simeon Ford, and J. How-ard Wainwright, and the yachts had about an

equal share of beating, running, and reaching. The race between the schooners Marguerite and Elsemarie was worth going miles to see, as after covering thirty-two and one-quarter miles they were only one minute and nine seconds apart at the finish. Among the 34-raters, what promised to be a good race between the Dragoon and Vorant II, was spotled by an accident to the Dragoon which carried away her jibboom on the first round. The cabin cats Mary and Kittie won in their classes, while the Celia won a pretty race from the Vaquero in the special 21-foot class. The latter was badly handleapped at the start and did not seem to carry her convas as well as usual. The little Fife cutter in-

vas as well as usual. The little Fife cutter Infanta, well bandled by Gerard M. Barretto of the Larchmont Club, salied a beautiful race, but unfortunately had nothing against her. While there was plenty of wind and to spare, a drenching rain made it anything but pleasant sailing for the amateur sailors.

The judges' boat, C. P. Raymond, with the Regatta Committee and guests on board, arrived at the starting line shortly before noon, and at 13 M, the preparatory signal for the schooners was given, and at 12:10 they were despatched on their journey. The single-stickers and cats were started at 12:20, and at 12:30 the 21-footers were sent away to a one-gun start. The course for all classes was:

From off Milton Point to and around white spar bouy, letter L in black painted thereon, off Parsonage Point, Distance, 195 naulted miles. Course, R. N. E. leaving same on starboard hand; thence to and around white spar bouy, letter L painted in black thereon, off Red Springs Point, Hempstead Harbor, as the started of the started white spar bouy, letter L painted in black thereon, off Red Springs Point, Hempstead Harbor, as the started of the started westerly stakeboat, off Larchmont, flying American westerly stakeboat, off Larchmont, flying American Mannes of the Springs Spaints (Course, N. W. leaving same on starboard hand; thence to and across finish line off Milton Point. Distance, 185 naulteal miles. Course, E. N. E. Total distance of course, 10% naulteal miles.

The schooners salting three times around this course; the 38-500t, 38-foot raters, and cats twice around, and all other classes once around this course. The wind, which was fresh from the south southeast, kicked up quite a little sea, and more than one of the little fellows had from one to two reefs tied in their mainsalls. The Marguerite was the first boat to cross the line in a smother of foam at 12:13:31, followed by the Elsemarie at 12:13:24. Among the single stickers the 34-footer Dragoon led the way, being timed at 12:21:58. The others were timed as follows: Fannie, 12:22:18; Infanta, 12:22:19; Vorant II, 12:23:09; Kittle, 12:23:13. Mary, 12:23:40. Then came the 21-footers, the Celia being first, followed by the Schrimp and the Vaquero in the order named. The latter seemed to be in trouble, and was handicapped about 2 minutes and 30 seconds.

The Vorant II, Shrimp, and Kittle had a single reef in, while the Mary sported two, and judging by the way some of the others lugged their sails they would have done better to have used their reef points, too. The Dragoon lay over, as is her custom, at an alarming angle, and as Commodore Ashley remarked her crew could have eaten their dinner on her centreboard, which lay almost flat on the water.

They achts all crossed on the starboard tack, and with essed sheets made a quick run to the first mark off Parsonage Point. From here they had a beat of four miles to Hempstend harbor, and some great racing ensued. The Marguerite got a great move on in spite of poor litting canvas, but could not shake off the Elsemarie, while the Vorant II, and Infanta, though not in the same class, were doing equally well among the sloops. The Dragon could not carry her canvas at all, and soon withdrew, leaving the Vorant to go over the course alone. In spite of her two reefs the Mary led all the cats, closely pursued by the Fannie and Kittle, while the Celia, Shrimp, and Vaquero made pretty work of it among the 21-footers.

In the beat to Hempstead all hands made a Marguerite, 1:08:30; Elsemarie, 1:09:42; Infanta, 1:37:00; Vorant II., 1:38:20; Mary, 1:44:50; Kittle, 1:39:30; Fannte, 1:39:30; Cella, 1:57:30; Sürimp, 1:59:50; Vaquero, 2:01:05.

1:30:30: Vannie. 1:30:30: Cella. 1:37:30: Sarinp. 1:30:30: Vaquero, 2:01:35.

The wind came out of Hempstead flarbor in nasty puffs, and in the run which followed to the Larchmont mark the racers made great time. With booms to starboard and balloon jib topsalis drawing Larchmont was soon reached. On the way over the Elsemarie set her spinnaker to port and nearly lost it over her bow as it broke out.

From Larchmont it was another reach on the starboard tack along the New York shore. The schooners could not be caught on the first round, but the others were timed as follows: Infanta. 2:22:08: Vorant. 2:24:11: Mary. 2:35:52: Kittle, 2:42:13: Fannis. 2:42:20: Cella. 2:40:08: Vaquero, 2:31:20. The Kittle and 21-footers finished on this round, and unfortunately for the Shrimp when just three minutes from the line a puff of wind dismasted her when she seemed certain of second place.

The sloops and cats had one more round to make, which they covered in quick time. finishing as follows: Infanta. 4:22:36: Vorant II. 4:26:52: Mary. 4:38:22: Fannie. 4:50:52. The schooners made one more circuit of the course, and were timed as follows: Marguerite, 4:30:38: Elsemarie, 4:32:40. Summary.

8LOOPS AND CUTTERS 30 TO 36 FEET. nta...... 83.03 J. B. Mills ......, 4 00 17 4 00 17 SPECIAL 34-FOOT CLASS. . 34.00 G. G. Tyson . . 4 03 43 4 03 43 34.00 F. M. Freeman, Withdrew. CABIN CATS-30-FOOT CLASS.

28.76 W. F. Elsworth, 4 14 36 4 11 40 30.00 C. M. Greer 4 28 34 4 28 34 CABIN CATS 25-FOOT CLASS. .. 23.01 Hazen Morse... 2 18 58 2 18 58 

FIRST SAIL OF THE DEFENDER. She Is Expected to Make a Trip Across Bristol Harbor This Afternoon.

BRISTOL, July 5 .- The riggers at work on the defender have made marked progress to-day on

the yacht, and to-night her spars are all in place. ready to have her sails bent. The hollow gaff was taken out of the shop this morning, and early this afternoon the peak and throat halliards were attached. At 1 o'clock the big boom was taken from the marine railway at Walker' Cove by the steamer Archer of Fall River and brought around to the Defender, where it was lifted on board. The crew of the Defender assisted in putting it in place, and at 6 o'clock this evening the quarter lift was rigged through the block at the masthead and the main sheet

On both sides of the boom, in about the centre On both sides of the boom, in about the centre of it, are trusses, to which is attached a guy leading to the jaws of the boom. These trusses are of wood. V shaped, and the guy is set up with a turnbuckle. The object of this new wrinkle of Designer Nat Herreshoff is very aparent to any yachtsman, and is to prevent the buckling or sagging of the boom either by the pressure of the wind or the weight of the boom itself. The truss is hinged, and when the sail is down lies alongside the boom and is hardly visible.

visible.

The riggers worked until after 6 c'clock tonight and finished their work. All the standing and running rigging is up, and to-morrow morning at 7 o clock the work of bending the salis will begin. It will take about three loans to bend the mainsail, the crew of the Defender assisting in the work.

It will be about 2 o'clock in the afternoon when the yacht will make her first trip across leaves to be about 2 o'clock in the afternoon when the yacht will make her first trip across leaves to be about 2 o'clock in the afternoon when the yacht will make her first trip across leaves to be about 2 o'clock in the afternoon when the yacht will make her first trip across leaves to be a few to be

ristel harbor. The boats of the Rhode Island Yacht Club ar

TACHTING NOTES OF INTEREST. What Sailors Are Taiking About on Both Sides of the Atlantic.

Owing to lack of wind the race of the Sowaren Land and Water Club for the Sewaren Trophy, which was to have been sailed on July 4, was postponed until to-day at 5 o'clock. Late in the afternoon of July 4 a slight breeze sprang up and an impromptu race was sailed for a prize, designed by Sibbiok of Cowes, for racing in American waters.

At the Nordeutscher Regatta Verein, on June 22, following the opening of the Kiel Canal, the 20-rator Isolde, which Herreshoft built for Baron von Zedwitz, defeated the pick of the English and German fiests, including the German Emperor's Vinita, designed by Watson; the Hertha, owned by Rear Admiral von Dieverleks, and designed and built by Hagen & Zimmermann, a celebrated German firm; the Earl of Lonsdale's Dragon, and others.

The Isolde was timed at the finishest 5:07:10. The others did not arrive until nearly twenty minutes later, when they were timed as follows: Dragon, 5:25:10; Vinita, 5:26:55; Elizabeth, 5:30:05; Hertha, 5:36:20; Elien, 5:39:10; Osiris, 5:36:48; Illen, 6:11:20; Isis, 6:45:14.

On June 24 the same boats met again, when the Dragon won first prize by 2 minutes and 48 seconds from the Isolde, which was second. The Vinita, the German Emperor's yacht, was so badly strained in the race that also will not be able to race again for some weeks. designed by Sibbick of Cowes, for racing in

READY FOR THE BIG CYCLE MEET.

Preparations fc, the Reception of L. A. W. ASBURY PARK, July 5.- The National L. A. W officials here are confident that the coming meet will be the largest ever held. In 1888 there were 4,000 in attendance at Hagerstown, Md., when the membership was but half what it is now. Guy P. Wilson, Secretary of the Asbury Park committee, conservatively estimates an attendance of 10,000.

It is no exaggeration to say that the Asbury track is the prettiest in America. It lies just west of the New York and Long Branch Railroad, opposite the North Asbury depot, and on the edge of Deal Lake, which surrounds it on wo sides. This is the prettlest body of water along the Jersey coast, with North Asbury, Deal, and Interlaken on its banks. The track has been practically reconstructed since the aces last year. It is made of clay over gravel, and wheelmen perfer it to cement. The course is one-third of a mile around and twenty feet wide. Heretofore it has been practically flat, but in preparation for next week's event it has been banked seven feet, making it perfectly safe for the fastest time on any wheel. Another much-needed improvement, which has just been made, is the placing of wind protectors along the homestretch and at the corners. They are of canvas and six feet high—high enough to serve their purpose and to prevent "deadheads" in Deal Lake boats and on the opposite banks from seeing the racing.

serve their purpose and to prevent "dead-heads" in Deal Lake boats and on the opposite banks from seeing the racing.

In comparing this track with that at Manhattan Heach one fails to find here those humps which are at the beginning of the banked turns there. Although the Asbury people have spent less money than has been put on the Manhattan track, the banking is certainly better than that by the sea.

Other improvements on the grounds include an increased seating capacity, both in the grand stand and bleechers. The space occupied by newspaper men has been cut up into boxes, which are to be sold at \$12 each. The reporters will be placed down on the green at the edge of the track.

To accommodate the very large number who have entered for the races the space under the grand stand, which was used for the storing of wheels, has been converted into dressing rooms. The wheelmen are jubilant over the fact that there are to be tent dressing rooms, too. The committee have made admirable arrangements for the care of any injured wheelmen. In the centre of the uval inside the track will be a hospital tent, with a competent physician and surgeon in attendance during all the races.

Arthur Zimmerman will not be in any of the professional races, but he will pace the two-thirds of a mile class B race on Friday. He may also act as pacemaker in one other race.

thirds of a mile class B race on Friday. He may also act as pacemaker in one other race.

There will be professional racing under the rules and conditions of the L. A. W. on each day of the races. July 11, 12, and 13—on Thursday a one mile, on Friday a two mile, and on saturday a one-mile race. The prizes will be \$100, \$35, and \$15. Each of these races will be paced by tandem or quad. Chairman Gideon of the L. A. W. Racing Board ha expressed his willingness to official on the day he referees the amateur races.

willingness to officiate on the day he referees the amateur races.

Chairman W. H. Beegle of the race committee says that the number of entries is almost as large as can be accommodated. The authorities are determined to have no loading this time. Nearly every race will be paced. It has been authoritatively Zannounced that there will be quadruplet and tandem racing. Experts have pronounced the track admirably suited for this kind of competition. All the best quad teams have entered, but the day for the contest has not yet been determined.

have entered, out the yet been determined.

The demand for seats is exceptionally heavy.
The sale will not begin until Tuesday morning.
Any one sending an order with the cash to Secretary Guy P. Wilson at the Asbury Park Club house will be accommodated. The Asbury house will be accommodated.

for haze the L. A. The season of the league that a possible.

Founder Bradley has opened all his bathing establishments to the cyclists. So has Sillogore in Ocean Grove, and Koster at the Bradley Beach bathing grounds. The sea yacht Emma B. is free to them. The latest offer is that of an Ocean Grove druggist, who will give every member of the league all the soda water that can be consumed. consumed.

The century runners from Newark will be met on their arrival at the Grand avenue bridge over Deal Lake by a tally-ho and all the A. P. Wheelmen.

A NEW CAPTAIN FOR CORNELL. Freeborn, It Is Said, Will Take the Place

of Thorpe at Henley. morrow that F. W. Freeborn will captain the Cornell crew hereafter instead of Thorpe, the Cornell crew hereafter instead of Thorpe, the object of the change being to have somebody in the boat to give orders.

The Sportman will say to-morrow that the time made by E. A. Thompson, 8 minutes 3:5 seconds, in scuiling over the full course establishes a record.

This paper will also say that it learns that the Argonaut four will not enter other regattas, Muntace requiring a rest.

The Thompson brothers will possibly compete in the pairs in the Metropolitan regatta.

Mr. Croker's Eau Gaille Scratched for the Ellesmere Stakes.

LONDON, July 5. - Mr. Richard Croker's Eau Gallie was scratched from the race for the Ellesmere Stakes at Newmarket to-day.

A PRIZE SHOW OF JAP BABIES A Unique Exhibition That Had Some As-

One of the oddest baby shows ever held, and which had perhaps the most remarkable result ever recorded, took place in the middle of the Pacific Ocean a month or so since. It was held aboard the steamship China on her last trip from San Francisco to the Orient. At Honolulu the ship took aboard 410 Japanese laborers, homeward bound with their wives and families after having worked out their contracts on the Hawalian Islands, and among the company were eighty-three almond-eyed, flat-faced, cunning little Jap babies under four years of age. Fifty-three were girls and thirty boys.

These eighty-three dumpy little Jap habies, These eighty-three dumpy little Jap babies, rolling and tumbling about the deck in the warm sunshine, furnished a great deal of amusement for the cabin passengers, and somebody suggested a baby show. The Jap mothers had never heard of such a thing, and when the American passengers tried to make them understand by showing them dollars and pointing to the babies they gathered up their flocks and started to beat a frightened retreat, thinking the Americans wanted to buy their children. But the Japanese Commissioner of Education happened to be aboard the steamer, and he soon straightened out matters and got the mothers greatly interested in the idea.

A purse was made up in the cabin, and prizes were offered for the three pretitest girls and the three thest boys under 4 years old. On the day of the exhibition the eighty-three little Japa, all gorgeous in bright-colored kimoms, and many with heads freshly shaved except the curious tuff on the erow, were lined up along the deck, and the judges, with due deliberation and great care, awarded the prizes.

As soon as the show was over a remarkable discovery was made. Four of the prize winners, the first and second prize girls and the first and second prize lays, were gathered up by one woman and her hosbina showed that the four prize babies were hothers and sisters, all children of the same parents. They were not all together when the awards were made, but were sentered about the deck in charge of the father and two women friends, and the ladges had no idea whatever of their relations. rolling and tumbling about the deck in the warm

and mother and two women friends, and the judges had no idea whatever of their relation-ship. The awards were made strictly on the merits of each child. When the passengers learned the astonishing facts a special prize of \$5 to the mother of the handsome family was awarded by a clamation.

## Cheap Wines in the Bermudas.

Good wines, ports, sherries, madeiras, an . French and German wines, are sold cheap in the Bermudas. The place being heavily garrisoned, and an imprompturace was sailed for a prize, presented by the Commodors, and second prize, and second prize, and second prize, presented by the Commodors, and second prize, and secon an important naval station, and a winter resort

GOOD SCORES IN THE RAIN.

GREAT DAY FOR THE SCHUET-EENFEST AT GLENDALE PARK.

George Helm of San Francisco Makes Score of 75 at the Ring Target and Will Probably Win First Prize-When It Rained Too Hard to Shoot the Shooters Banced-Thirty-three Teams of Bowlers,

Good shooting and bad weather were the features of the schuetzenbund festival yesterday at Glendale Park. Three times during the day the rain interfered with the sharpshooters if the big range, compelling them to quit. The weather, however, seemed to suit the dolegation from California, for the members of the San Francisco Schuetzen Verein whooped up

The Westerners who did this were George Helm and F. P. Schüster. Helm's score was made on the public ring target, which is divided into twenty-five rings, three-quarters of an inch apart, the black being 12 inches in diameter and containing rings numbered from 18 to 25, with the white portion of the target numbered from 1 to 17. Helm made the full twenty-five points in each shot, scoring 75 out of a possible 75. Great excitement followed. The California delegation carried him to Winkopp's big pavilion, and there he opened a basket of champagne. Helm's score may be tied, but he will probably win first prize.

Then the rain poured down, driving the festive crowd to the big dance platform. The patter of the raindrops on the window panes did not dampen the enthusiasm of the picknickers, but only seemed to spur them on in the dance. The sun linally came out from behind the clouds and for a few minutes brightened up the wet and bedraggled bunting that had been used in the decorations of the amphitheatre up on the hill. The athletic young women who give the aerial exhibitions at the festival appeare I on the stage in their gay colored tights and helped to make the scene brighter.

The members of the Executive Committee grasped one another's hands. The ticket takers at the gates put away their umbrellas and made preparations for a big rush of newcomers. The frankfürter venders lighted fresh fires in their deserted booths, and were getting ready for business when a peal of thunder came, followed by big dark clouds and a downpour of rain That settled the outdoor sport for the day. But yesterday was down on the programme a bowling day, and the rain could not interfer with the bowling programme. Thirty-three

bowling day, and the rain could not interfere with the bowling programme. Thirty-three teams used the bowling alleys and contested for prizes which will be awarded to-night.

To-day's programme will include an open-air concert by Prof. George Frank's orchestra. To-day is also turner day, and the turners of New York, Jersey City, and Brooklyn are expected to be at the park in full force. The fireworks exhibition that was on the programme for Thursday may be given to-night if the weather should prove favorable.

The prize shooting will be continued for two days longer, ending at 7 o'clock on Monday night. According to the original programme the shooting contests were to have ended last night. The summaries of yesterday's shooting follow:

HING TARGET.

G. F. Helm, 75; F. Kolb, 72; W. Morris, 72; F. C. Ross, 71; H. Holjes, 71; F. P. Schuster, 71; Gus Zimmermann, 70; G. Kraus, 70; C. Bucinfeid, 70; H. M. Pepe, 69; W. Wheeler, 69; S. J. Lyons, 69; F. T. Stepphans, 69; G. Litch, 69; A. H. Papa, 69; F. Maurer, 69; Dr. A. Boyke, 61; M. P. Tuck, 67; S. Martin, 66; L. Bendel, 66; P. Hartel, 66; O. F. Kelley, 66; H. Radloff, 65; H. J. Schmitt, 65; B. Vahn, 65; J. Aiper, 64; A. Begerow, 64; J. T. Travis, 63; W. Hasenvahl, 63; T. B. Grand, 63; J. Wilken, 62; E. Richard, 62; W. T. Morris, 62; M. Gindele, 62.

M. Gindele, 62.

POINT TARGET.

For the first 25 points made by one shooter, a festival gold medal, for 125 points more (150°, a festival gold medal worth \$15; for 150 points more (290), a festival gold medal worth \$15; for 150 points more (290), a festival gold medal worth \$15; for 150 points in more (290), a festival aliver cup. The shooter making the most points in his first 200 shots shall be declared king, and be awarded the gold king's medal. The following medals were awarded:

Gold—William Wheeler, C. Weber, A. C. Wheeler, John Eberharitt, H. Bloch, M. Kaiser, C. Hutch, H. Weiter, P. Eppig, A. Braun, H. Mahlenbrock, L. Dreyer, E. Karl, H.Kraras, F. C. Ross, J. Jordan, W. Vorlach, H. E. Toppin, H. E. Tuck, F. O. Young, D. L. Seymont, F. Schweichert, M. Bendel, W. F. Baab, R. Spetz, John Garrick, Gus Nowack.

Silver, H. Kuhn, J. F. Baude, C. F. Knothe, E. Hotz, R. Gute, W. Bedell, J. Braur, J. Brodensieck, T. W. Brand, H. Fos, B. Eisser, Chas. Bayer, H. Saizer, John C. Bonn, C. Bedell, J. Braur, J. Brodensieck, T. W. Brand, H. Fos, B. Eisser, Chas. Bayer, H. Saizer, John C. Bonn, C. B. Weber, M. E. Riedel, W. Krumsick, Gus Gregor, H. E. Young, B. Bpitz, H. Hartin, N. Tomford, Charles Wissell, William Murfflein, J. J. Mountjoy, L. M. Mogg, F. A. Wolls, Charles Schaeffer, William Wheeler, Frank Knochenhauer, A. I. Hills, W. J. Dunbar, J. H. Feldscher, C. Weber, A. E. Wheeler, C. Karl, H. Kraus, F. Pops, L. L. Leymour, W. Worlach, F. Schweichert.

Silver festival cups were awarded to the following: R. Russe, A. Jungblut, E. T. Travis.

The best built seyes, measured from the black, the lowest degree being the best on the point target—H. D. Muller, 10; John Buchfield, 12; G. Worm, 274, H. Bentelspach, 57; R. Schulenberg, 60; Fred Meyer, 62; J. J. Lichen de J. L. Lichen de J.

STANDARD TARGET. N. J. Lighto, 46; L. Schmidt, 45; S. Y. Lyons, 45; M. Gindele, 40; H. Seely, 44; B. Zahn, 44; H. M. Pape, 43; B. Martins, 43; R. Husse, 42; S. Bendel, 42; F. S. Harrison, 41; J. E. Kelly, 41; G. Hornrighausen, 41; F. Steher, 41; J. Bushfeld, 41; J. Hodgon, 41; J. C. Petahaney, 40; Gus Zimmermann, 40; F. P. Schuster, 40; W. Hasensahl, 30; F. W. Hoeffe, 33; H. Holges, 38; G. W. Hosensahl, 30; F. W. Hoeffe, 33; H. Holges, 38;

MAN TARGET. MAN TARGET,
J. B. Holaten, 95; B. Zahn, 89; B. Barker, 87; M.
Welckersreauther, 86; F. Fisher, 85; W. Rofawell, 84;
P. Schmitt, 87; M. Gindele, 79; L. Begdel, 79; F. Schmitt, 87; M. Gindele, 79; L. Begdel, 79; F. Schmitt, 87; M. Farrow, 77; E. T. Slevens, 76; H. Tuck, 76; F. M. Wells, 76; Max. Rosenthal, 75; J. Colle, 74; F. W. Haffey, 83; J. B. Delhanety, 72; H. Rolloff, 72; A. W. Hagner, 71; G. M. Muerer, 79; F. Kolb, 69; E. Rogert, 68; S. J. Lyons, 68; A. F. Bartwell, 66; R. Glego, 96; G. Hutchsen, 65; C. D. Graim, 65; W. Dalton, 64; H. Newman, 64; W. W. Tucker, 64; E. G. Cramm, 65; J. Buschfield, 62.

COLUMBIA TARGET.

- 1		Henry Samera	To-
М	Name.	Tub. Fra	ctions, tals.
М	G. Kregor	Greenville R. C. 23	20 25-68
-1	C H Chavent	Greenville R. C. 28	21 23 67
- 1	R Zach	Miller R. C. 24 N. Y. C. S. V. 21 Bridgeport S. V. 24 Bridgeport R. C. 21 Central S. V. 22 Zettle R. C. 17 Harlem S. C. 23	21 21-08
-1	W. Pook	N V C S V OI	20 25-00
	W. BOCH.	The state of the s	
-1	A. H. Merriman	Bridgeport S. V24	17 25 66
- 1	F. P. Grammis	Bridgeport H. C 21	24 20-65
- 1	C. Pelz	Central S. V	10 28-64
-1	W. Krumsick	Zettle R. C	24 23 64
- 1	C Weinbacher	Harlem S. C 23	22 18-63
- 1	D Greener	Lutzow R. C. 19 Greenpoint R. C. 21	99 99 43
- 1	D Course	Greenwoint D 42 91	21 21-63
- 1	P. Date	Schützen ( 20	20 22 62
- 1	J. Wagner	Schutzen C	
-1	H. Holles	Settler R. C	17 90-61
-1	H. Newnan	Miller R. C 31	22 17-60
- 1	W. H. Raubendaux	Zettler R. C. 24 Miller R. C. 31 Greenville R. C. 21	18 21-60
- 1	F. Schmitt.	N. V. S. C. 24 Holwis R. C. 17	17 18 50
-1	W Morris	Bolwie H. C 17	95 17-50
1	M. Fackel	Hoboken S.C. 91	23 14-58
ı	1 Callie	Brooklyn P C 19	24 16 58
1	2. 53	Hoboken S.C. 21 Brooklyn R.C. 18 Greenpoint R.C. 16	29 20-58
-1	J. Elermarut	breenpoint a	
н	J. Bender.	Newark S. C 16	23 18 57
н	A. Meyer	Staten Island S. C. 22 Staten Island S. C. 18	21 14-57
- 1	H. Dreise.	Staten Island S. C. 18	23 16-57
- 6			17 23-57
-1	Dr. C. Grosch.	N. Y. S. C. 23	19 21-56
. 1	F W Haffer	N. Y. S. C. 23 N. Y. L. S. V. 24 Empire R. R. C. 20 Hardord S. V. 16	11 90 55
ч	I Breach	Country D M C 90	19 16-55
п	Ta I Commission	Hamilton's Company	17 22 55
н	D. L. Seymour	Harmoru & V	
-1	I. Schmidi	Hoboken I. S. C. 20 Central S. C. 18 Brooklyn F. S. C. 23	13 21 54
-1	F. Richard	Central S. C.	17 19-54
-1	L. Zoellner	Brooklyn E. S. C 23	14 17 54
н	F. Knote	Newark S. O. 91 Casino N. V. S. B. 19 Central S. C. 23 Central S. C. 16	21 12-54
-1	F. Reidel	Castno N. Y. S. H 19	20 15-54
-1	H. Koch	Central 8, C 23	17 13-53
-1	B. Coster	Central S. C 16	17 29 58
-1	J. C. Bonne	N. V. S. C. 14 Elite S. C. 19	15 21-52
-1	C Engers	Filte S. C. 19	13 20-52
-1	D Brenchley	Empire R. C. 14 Miller R. C. 21	17 20-51
-1	Iv. I Thefare	Making B. C. W.	13 17 51
-1	AND AND ADDRESS OF THE PARTY OF	Elite 8, C	
л	r. W. Hoerming	Harlem I. S. 17 Harlem I. S. 17 Hotoken S. C. 11 Bridgeport S. V. 17 Hotoken S. C. 18 V. V. S. C. 18 Schultzen G. 23	
4	F. K010	Hartetta L. S	17 14-48
-1	A. T. Volt	Munoken S. C	20 16-47
-	P. Bartel	.Bridgeport S. V 17	15 14-46
-1	H. Lucti	Hoboken S. C 18	17 11-46
п	H. Evers.	N. Y. S. C	18 12-45
н	F Kari	Harlem I S V 4	18 23-45
ч	J. Dickerkeldt	Schultzen (i. 03	19 2 - 44
4	D. Liebman	Hartford S. V. 24 Hudson R. C. 19	18 8-44
н	17. 1-34.0310.024	The state of the s	
1	W. Dunnar	THE PERSON NAMED IN THE PARTY OF THE PARTY O	
п	Mr. Illiam D	Principality II. C	11 14-11
1	F. Marqurardt	Greenpoint R. C. 14 N. C. S. C. 15 T. B. S. C. 15 Harlem I. S. C. 16	14 10-44
П	C. D. Rehm	No Y. C. S. C	16 21-43
1	C Schnabel	T. B. S. C	15 13 43
П	J Hole.	Hartem L S. C. 18	17 4 42
П	J. Hurns	N. Y. S. C	16 17-42
1	H. Markus	D 5 () 17	10 8-41
П	N. Sand	Williams lead & C. O.	0 14-41
1	In Table 1	Later D. C. St. St.	
1	To Attend to the second second	Luciow II. C	12 19-41
1	Dr. Willer Co. Statement	N. Y. S. C 9 P. S. C 17 Williamsbyth S. G. 21 Lutzow R. C 19 Lutzow R. C 19	13 9-41

Miss Johnson Comes Back Without Wheelock.

Fannie Johnson, who went to Buffalo one day last week, and there, according to report, attempted to carry off bodtly Cyrus J. Wneelock, as whose wife she has been living in New York. returned yesterday to her apartments in the Manning, a flat house at 116th street and Seventh avenue in this city. Miss Johnson's escapade created a sensation in luffalo, and when she returned yesterday she locked herself in her room and refused to see anybody.

Columbus, Sandusky and Hocking.

Columnics, O., July 5 .- The litigation begun dusky and Hocking Rallway Company into dusky and Hocking Railway Company into liquidation assumed a different aspect to-day when the Metropolitan Trust Company of New York on its petition was made party plaintiff. The trust company says it represents 60 per cent, of the holders of the Columbus, Sengusky and Hocking bonds. It asks for an order of tore-lesure of the mortisage securing the bonds and sale of the property.

SNAKES THAT KILL YOUNG TROUT.

Emeluth Clark's Story of the Trick Played by Four Diamond-backed Water Mocentus, MILFORD, Conn., July 5 .- Emeluth Clark of Woodbridge thinks that he has discovered a new foe of the trout in the Wepawang River. It is not catfish, minks, coons, muskrats, or even pot-fishing seiners from Derby, but snakes. Clark had an opportunity yesterday of indulgthe river and noting the size and condition of the trout fry with which he stocked the brook last spring. He has observed a marked decrease in the shoals of little speckled babies, and as his ducks and those of the neighbors which destroyed last year's plant of fry, have been kept confined, he knew that some othe enemy was at work. Reaching a shallow pool, well screened by

thick clump of alders, he crept near the margin and looked over. A curious sight was presented to his eyes. Four large diamond-backed water moccasins lay coiled among the washed-ou roots of the trees, at slight distances apart. They were so intent on something in the water, and he was so stealthy, that they took no notice and he was so stealthy, that they took no notice of his presence. With very good judgment they had selected a pool where a small rill emptled into the main stream, in which a great shoal of young trout had congregated. The snakes waited until the restless regiment of baby fish gradually swept around close to the shore where they lay, and then very quietly, very slowly they extended their ugly necks, dipping their heads just below the surface. Against the background of river mud their duill-colored, flattened heads hardly showed at all, and in fact it was with great difficulty that Mr. Clark could keep his eyes on them. Then he saw them run out their slender red tongues and allow them to hang loose in the slight current, swaying and curling. The whole subtle artifice flashed upon him in an instant. The tongues showed distinctly like four wriggling, struggling earthworms, turning themselves around four brown roots. That the guilible fry were deceived was made evident by their swimming toward the snakes and crowding to get the first bite at the prizes. The cunning serpents even permitted the little fish to take hold, to nibble their tongues, and then quicker than thought the heads drew back, and in each mouth a tiny red-starred trout struggled for a second and then was guiped down out of sight.

For a moment Mr. Clark could not believe his senses. He looked again and saw that the snakes, were busy decoying the surviving trout a second time, It was too much for an enthusiastic lover of trout to endure. Interesting as the trick of the moccasins might be to naturalists, it was simply a massacre to him, and he took a speedy revence. He hurried back to the house, got a shotgun, and killed the four epicures. Had they been content to dine on dace or field mice or anything except trout they might yet be living. Following down stream he kept coming upon snakes, singly, in pairs, and in parties of five or six, busily cleaning out the two-inch trout. During the forenon he killed thirty-eight before his supply of smmunition r of his presence. With very good judgment the

JUNK DEALERS IN THE PULPIT. Fault Found with the Topics of Sermons Selected by Some Preachers,

TO THE EDITOR OF THE SUN-Sir: In writman with the push cart in the street, but the man in broadcloth, with a pulpit for his counter and a weekly congregation of unoffending saints for his patrons. The first man conducts an entirely legitimate and honorable business in rubish. But what shall be said of junk dealer

That he is abroad in the land you may proveto your entire satisfaction, if you like this sort of thing-by consulting the Saturday issue of your daily newspaper, under the heading of "Religious Notices." How the term "religious" applies in some instances it will puzzle you to find out; but I am no stickler for accuracy in point here is that the odds and ends, the bits o' things, in short, the rubbish you will find in that column as supplying pulpit themes for the following Lord's Day—these justify me in ham-ing the persons responsible for them junk

light and dealers.

I know they will receive such a name high dudgeon. Do they not all know a li Latin nihil humanum alienum mihi? And they not maintain with an air of injured they not maintain with an air of injured to concern themselves we they not maintain with an air of injured aig-nity their right to concern themselves with everything that concerns Man capital M, if you please? The bleyele concerns Man - i.e., man and woman, indeed the New Woman, it fol-lows as the night the day that the "bicycle face" and the athics of bloomers must be treated in pulpit discourse. And not the wheel only, Our pulpiter will tell you that every trivial our pulpiteer will tell you that every trivial thing is for him invested with a high dignity if it evoke any human interest whatever. The interest may be a passing fad. But why not utilize a fad before it passes for the noble purpose of moral instruction? So he argues, becoming more unanswerable and iname as he proceeds. I cannot hope that the preacher who deals in scraps will catch the meaning of my last word, but here it is: Strictly speaking, there is but one theme for pulpit treatment, as human needs and interests are at bottom one, and that theme is tool and His relation to the soul.

WHEELMAN.

49,009,267 Silver Bollars in the Philadelphia Mint.

PHILADELPHIA, Pa., July 5,- The count of silver dollars in the vaults of the United States Mint was finished this afternoon. It was found that there were 43,999,267 of them. The count began June 4, and has taken altogether twenty-five days. The greatest number counted on any one day was \$2,725,000 on June 17.

Relie of a Colonial Malefactor.

FREDERICKSBURG, Va., July 5. While mending a road in King George county yesterday workmen dug up the skeleton of a man enclosed in a cage of fron bars, all in a state of preserva-tion. It is evidently the remains of some male-factor hanged in chains in colonial days.

He Wrecked a Minneapolis Bank, Minneapolis, July 5. The Supreme Court

to-day affirmed the sentence imposed on Christian Kortgaard, who wrecked the State Bank of Minneapolis. He will serve a term in the re-formatory. He was once treasurer of Minne-apolis. A Stout Boy Missing in Hoboken.

The Hoboken police were notified yesterday

that William Dunham, 16 years old, of 167 Fourteenth street, has been missing since June 0. Ho is stout, with light hair and blue eyes, and has a scar behind his right ear. He was dressed in a light suit when he left home.

JOITINGS ABOUT TOWN.

J. Sterling Morton, Secretary of Agriculture, is at the Hotel Imporial. the Hotel Imperial.

Mayor Strong has appointed James M. Morrow of 211 West Tenth street to be a member of the Examining Board of Flumbers. The members of this Board get \$5 a session.

Judgments of absolute divorse were granted in these case yesterday by Judge Meddam. To anna M. Grillon from Freederick C. Grillon and to Jane Noyes from William Noyes.

Reuten Cohen of 89 Clinton street, the 11 year boy who was run over Thursday afternoon by a horse car at Clinton and Rivington street, died last evening in the ticuxerness Hospital.

8 Albert S. Moore, the forger, who obtained \$50,000

the touverneur neeptal.

Albert S. Moore, the forger, who obtained \$70,000 from banks on forged paper of the Fast litter Sik Company, pleaded sulfly yearerday to eight in the ments charging blin with forgery. He was remained for sentences.

for sentence.

Charles W. Hackett, Chairman of the Republican Charles W. Hackett, Chairman of the Republican State committee, has appointed John Sabino South, Cornelius Van Cott, William Brookfield, George Hillard and W. W. Goodfield a committee to attend the finestatted of your Leading of Ed. H. Harper, Treasurer of the Republican State Committee.

publican State Committee.

Anthony Comstock asked the Excise Commissioners recently to reagen the case of steers Brodie, who was accussed by Comstock of exhibiting observe parture in a salmon. Yesterday the Commissioners Brodien their compact Affred E. Page, and a letter to Comstock declining to open the case on the ground that no vio intion of the Excise law had been shown.

## IVORY SOAP

When you pack for a summer outing, do not forget to take some Ivory Soap. You will enjoy your baths the more for not having to use the soap furnished by the hotel.

THE PROCTER & GAMBLE CO., CHITA

REBUILDING THE FERRIS WHEEL. The Monarch of the Midway Again to Be on Attraction in Chicago.

The big Ferris Wheel, which everybody who even so much as heard of the Chicago World's Fair knows all about, and which everybody who visited the Fair remembers with a vast amount of interest, after being housed in small sections for a year or more is again to be set up in the Windy City to afford Chicagoans a chance to get above their atrocious atmosphere and have an occasional glimpse of the sun. There have been all sorts of suggestions of a new site for the wheel, all sorts of suggestions of a new site for the wheel, and some negotiations looking toward its purchase as an attraction for various summer resorts. At one time it was almost settled that it was to be set up at Coney Island. But these various schemes fell through, and finally the company owning it, and which operated it during the Fair, has decided to respect the wheel in Chicago as the leading feature of a new excursion resort on the northern outskirts of the city. Several notable copies of the big wheel have been built in Europe, and one that eclipses the Midway giant in the mere matter of height is an attraction at the Empire of India Exhibition now running at Ear's Court, London. But none of the imitations has eclipsed, if even equalled, the Ferris Wheel as a triumph of clever designing and engineering. The absolute perfection of the gigantic structure in its every part and as a whole is being made more evident in the rebuilding than seemed apparent at its first setting up. The soind steel axle, measuring thirty-three inches in diameter and weighing fifty-six tons, retains its preeminence as the largest steel casting ever made.

The wheel is being set up on open ground at Wrightwood avenue and North Clark street, at the opposite end of Chicago from where the World's Fair was held. The company owning the wheel has leased a large area of land and will spend \$150,000 in making of it a pleasure resort, with the wheel as one of the attractions. There will be dancing pavilions, concerts, cafes, an electric fountain, and other features. Admission to the grounds will include the privilego of riding around in the big wheel as often as desired. Already the work of setting up the machinery has begun, three months naving been and some negotiations looking toward its pur-

an electric fountain, and other features. Admission to the grounds will include the privilege of riding around in the big wheel as often as desired. Already the work of setting up the machinery has begun, three months having been occupied in finding and making a firm foundation, and it is expected that the whole of the work will be completed by Aug. 15.

The work of transporting and reconstructing the wheel is a remarkable engineering undertaking, and it has attracted much interest from engineers all over the country. The machinery forming the wheel weighs four million pounds, and it is being transported a distance of thirteen miles through the city streets on trucks hauled by teams of horses alone. The big axis and the engines are the only exceptions, and these were transported on armor-plate cars by rail, temporary tracks being laid from the railroad main line to the exhibition grounds. Thirty teams and trucks are engaged in the work, and the cost of removing and reconstructing the wheel will be about \$30,000. The wheel cost \$400,000 originally, but could now be built for less than that sum.

wheel win be about \$30,000. The wheel cost \$400,000 originally, but could now be built for less than that sum.

What is most interesting the engineers is the fact that although the wheel was designed within three months after the idea of making it first occurred to Mr. Ferris, the estimates were made with such precision, and the parts formed with such nice accuracy, that in putting together the mass of machinery a second time not a change of any kind has been found necessary. As the superintendent in charge of the work puts it, "We haven't had to whittle down so much as a single bolt, and there are 20,000 of them used in holding the wheel together." The only difficulty in regard to rebuilding the wheel has been in finding a sufficiently stable foundation. It was only after going down twenty-two feet through sand, water, quicksand, and clay that a sufficiently firm basis on which to begin the concrete foundation was found.

Under the present lease the wheel is to remain at its new location for five years.

ALASKA'S GOLD MINES.

Reports of Rich Finds at the Head of Cook's lulet and on the Copper River. A private letter from Juneau, Alaska, gives some interesting news about the recently dis-

covered gold mines at the head of Cook's Inlet and upon the extensive bars of the famous Copper River. The mineral resources of this country are just being sounded. One company of prospectors who returned about two months ago to Juneau to lay in a stock of provisions for a camp that they propose to establish reported that they found the rotten foundations of a camp on Bear Creek, close to the richest diggings. Judging from the pieces of quartz found on the flooritis believed that the oc-cupant of the cabin was the prospector who visited the region ten years ago and about whom many stories are still told by the Indians. They say that he was a man of large stature and that he surprised them by his nervee and coolness in killing bears. He carried his gold around with

he surprised them by his herve and cooners in killing bears. He carried his gold around with him in a beit.

The mining country around the deserted cabin is a rich one. The formation rock is state, granite, and porphyry, and it is the opinion of expert prospectors that the mineral beit of the Yukon Valley strikes through Cook's Inlet. There are many creeks emptying into the inlet that have just as good indications of rich placers as the one discovered on Bear Creek. Fully 300 miners have already passed through Juneau, bound for the head of Cook's Inlet. William Lee, formerly of Juneau, says that he and lifteen other men spent last winter at Cook's linet and fared well. They camped on Reservation Creek, which carries fine gold and has been worked for several seasons. On the first creek where he prospected he made from \$3 to \$20 a day. The men in his party worked in the guiches until September, and for the last eleven days they averaged \$7.45 a day for each man shovelling gravel into the sinde boxes. Lee says that all the guiches prespected carry gold and give promise of rich pay streaks. The richest augget taken out of Hear Creek thus far was worth only \$21.75. The thermometer on Cook's linet will be well worked in the miners lived well. The little will be well worked low last winter, and as game was abundant the miners lived well. The inlet will be well worked this summer.

A ROMANCE IN ALASKA.

Count de Lanceu of Russia and His Daugh-Juneau, Alaska, has a Russian romance, or

what it fully expects will develop into a romance, and it is almost as interesting a subject for discussion as the new gold fields. When Count de Lanceu, a young Russian, visited Juneau eight years ago he was 27 years old, and he followed the example of other visitors before him. He took an Alaskan maiden as his loosekeeper. She was attractive in features and affectionate in disposition. A girl, named liney, was born to them, and the young Count was devoted to her. He was satisfied with his housekeeper and very fond of his little daughter. He decided to remain in Alaska and enjoy his new possessions. The Count conceived the idea of building a castle on Point Lookout, overlooking the town, and set men at work felting trees and building the foundation. A cyclone came along and blew the workmen and the lumber off. Point Lookout, and the Count changed his pians. He bought a lot of hand in the plateau valley below and set a gang of men at work clearing it. After he had spent several thousand dollars in this preliminary work, his father ordered him to return to Russia. Before loaving he deeded over ten lots in Juneau, three lots in Douglas City, and a cannery site at Cape Fanshaw to his daughter trace.

The Count said good-by to his Alaskan family, and left his daughter in the care of Frank Starr. example of other visitors before him. He took

The Count said good-by to his Alaskan family, and left his daughter in the care of Frank Starr of Janeau. Since the Count's return to Russia his father has died, and he is now in possession of hirge estates. Frank Starr is now in correspondence with him, and he believes that the Count will provide generously for his daughter. So it is among the possibilities that this waif in time may become an heiress and a young woman of some importance in Russia as well as in Alaska. Arnote Francick, a nephcw of the late Father Fransioli, has been appointed cashler of the Brooklyn Post Office in place of W. B. Hopkins, who takes Mr. Fransion's place as superinten-dent of Station C.

Dingbat! We had almost forgotten the word, H. L. N. recalls it to our purpose.  DIFORCES IN OKLAHOMA.

One Law Firm Who Expect to Collect \$25, ARKANSAS CITY, Kan., July 5 .- A man with a ticket to this city and a cosmopolitan air alighted from the train from the East this morning, and after breakfast sauntered to the office of the ticket seller and asked for a ticket to Oklahoma. In reply to the question what particular part of the land of bandits and sand storms he desired to visit, he repiled that it made no particular difference to him, and remarked to the ticket seller:

"I am from New York, seeking a divorce; one of the while-you-wait-and-without-pain kind, so you will please ticket me to some quiet point where the divorce mill always grinds and never tires, and I will try and do the rest."

He was billed through to Oklahoma city, because that point would give the railroad the longest haul and the most money.

The journeyings of divorce seekers to Okla-

homa is simply astonishing. On the through trains are to be found numerous passengers who are silent and indifferent to all local surroundings. No valley with its beautiful landscape, no vast area of fine crops, no dreary stretch of parched prairie, not even the creeping caravan of Pottawatomies journeying from Topeka to their Territory reservation, or even the usually attractive prairie dog towns can interest them. Few of them are found in the con-dition of the one described above, as most of them take their bearings before they leave the

them take their bearings before they leave the East.

A member of a legal firm, having one member in each of the three largest towns in the Terriory, informed The Sux correspondent to-day that his firm would at the present rate collect \$25,000 this year from divorce clients alone. In Guthrie there is a large hotel which makes a specialty of this class of patrons, and its guests are designated as the divorce colony. Special hotel rates are secured by the lawyers for their clients for the four weeks necessary to the quick and painless operation of divorce. Many of these visitors are registered under assumed names, and are credited to almost any other city than the one where they reside.

The romances resulting from a four weeks

visitors are registered under assumed names, and are credited to almost any other city than the one where they reside.

The romances resulting from a four weeks' sojourn in this colony are almost as varied as they are numerous. One of the most exciting shooting incidents in Oklahoma City in recent months was between a Buffalo sporting man and the lawyer who had just assisted his wife to procure a divorce. While attending some of the early spring races the man from Buffalo learned that his wife was visiting Oklahoma. City. Thinking that it was about time she returned home, he suddenly landed in that wild and woolly town. He quickly learned that not only had his wife secured an absolute divorce from him, but, further, that she and the lawyer were to be married on the following day. The Buffalo man went gunning, and is now in the hospital, where he is rapidly recovering from a dangerous builet wound, while the newly married couple are hovering about the Golden Gate.

The law under which the Territorial courts are organized is both peculiar and practical. The Probate Judge issues all licenses to marry and also superintends the divorce mill, signing all decrees of divorce. In some counties, notably at the Territorial capital, the Probate Judge purchases his marriage license blanks by the hundred and his blank divorces by the 'housand. This particular Judge has several times made the mistake, when applied to for a marriage permit, of asking the application.

CARMINE STREET'S DISTINCTION.

It Can Gather a Crowd of Mammoth Pre-Carmine street is one of the shortest streets in New York, extending four blocks only, but it enjoys one distinction which many a more imposing and extensive thoroughfare seeks in vain; the power to draw a crowd of mammoth proportions on very short notice. It is the connecting link between Sixth avenue and Varick street, and was, up to a short time ago, one of the most truly old-fashioned streets of New York. Whenever anything out of the ordinary occurs in Carmine street a crowd gathers as if by magic, and where those composing it come from no one understands. An illustration of this was given recently, when, for a short time the body of Buchanan, the executed murderer,

this was given recently, when, for a short time the body of Buchanan, the executed murderer, was left temporarily in a Carmine street undertaker's, and a crowd estimated at 7,000 persons was gathered within a few hours. In like manner, some months ago, when the body of Pallister, another convicted murderer, who escaped execution, was deposited in a Carmine street, undertaker's shop for a short time, a crowd almost equally large was gathered.

Ordinarily, Carmine street is not crowded, Unlike many east side streets there is no constant stream of pedeatrians upon it; there are few vehicles; there are few bystanders. But as soon as anything happens, the crowds begin to appear, and it is this seeming phenomenon which has perplexed many a careful observer of men and events on the west side of New York. The natural and reasonable explanation of it is this: Carmine street occupies somewhat the position of a funnel in connecting two larger thoroughfares. The territory which it intersects is a network of small streets running in various directions, and Carmine street, which cuts through them, is a natural avenue of egress. A man on Bedford street, for instance, hearing of some disturbance, would naturally go for information to Carmine street, which is the chief street crossing Bedford, though the latter extends for nine blocks northwest by southeast. Again, though Carmine street leads directly into Varick, Unionat the intersection of Varick, Clarkson street, which is the chief street crossing Bedford, though the latter extends for nine blocks northwest by southeast. Again, though Carmine street leads directly into Varick, it loins at the intersection of Varick, Clarkson street, which is the connecting link with the big water front, where, all day long, scores of longshoremen are at work. The distance from Hudson to Varick street, on Clarkson, is only a few hundred feet, but the wayfayer who takes the Hudson street and Eighth avenue, whereas the wayfarer who takes the Varick street car line all carmine street and Eighth

Where Yesterday's Fires Were, A. M. 4 25, 156 East Forty second street, John Mo-

Sparkle and vim. Full of good health. Full of everything good.

Rootbeer Every bottle of this great effervescent temperance beverage is a

sparkling, bubbling fountain of health-a source of pleasure, the means of making you feel better and do better. You make it yourself right at home. Get the genuine.

THE CHAS. E. BIRES CO., POB. telphia.